

**South Connector** - This two lane facility stretches across the southern portion of Clayton between NC 42 and US 70. In keeping with the main purpose of a connector type road, the South Connector will carry traffic from the highly developed residential areas to various commercial and industrial areas. Traffic projections of 9800 vehicles per day along portions of the connector indicate that this will be a valuable addition to Clayton's transportation system.

**West Connector** - In the western portion of Clayton, the West Connector will operate as a two lane link between US 70 and NC 42. In recent years, several subdivisions have located in this area. The connector will open up additional land for development and will provide better access to the elementary school and the proposed middle school. On an average day in the design year, this facility is expected to carry 6600 vehicles. Other improvements should include realignment of the US 70/SR 1553 intersection as well as sight distance improvements at SR 1552.

**Front Street Extension** - Extension of the existing Front Street will reduce traffic volumes at the Main Street\US 70 intersection where accidents are already a problem. With increased through traffic expected to use US 70, the Front Street Extension will be a timely project if implemented before construction of the US 70 Bypass. Should construction of the bypass precede efforts to extend Front Street, a reevaluation of the project will be necessary to determine its benefits.

**SR 1563 Widening and Intersection Improvements** - The existing lane widths along SR 1563 will not be sufficient to handle its projected traffic volumes. Overload during peak hours may cause breakdowns on SR 1563 and the connector system. By widening to a four lane facility, this radial will be able to carry future traffic volumes. Historically, the Main Street\US 70 and SR 1563\US 70 intersections have been plagued with high accident rates. Part of the problem lies in the complexity of this "dog-leg" intersection. Driver confusion and high traffic volumes are no mix. The realignment of SR 1563 will create a standard type intersection which should reduce driver confusion and decrease the potential for traffic conflict.

**Widening Projects** - Widening is a cost effective way to increase the capacity of a road and creates safer operational conditions for roads not meeting width standards. Many of the roads in Clayton do not meet the width requirements of the North Carolina Department of Transportation. The projects listed below are widening projects that will positively influence the effectiveness of the connector system outlined previously. Widening of other deficient roadways should be considered as growth and development continue. Detailed analysis and recommendations for the following projects are listed in Table 3.

SR 1700 Widening - SR 1700 is a two lane road with nine foot lanes. It intersects SR 1553 and SR 1708 thus completing the outer connector around the northern portion of Clayton. Lane widths of twelve feet are desirable for this facility.